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TO REPORT WEDNESDAY

New Outlays Impossible,  
Will Be Answer to Transit  
Commission.

HARKNESS MAKES THREAT

Inquiry Into Poor Facilities in  
Long Island Station Set  
for Tuesday.

When the Interborough Rapid Transit Company confronts the Transit Commission next Wednesday to show cause why orders should not issue for adequate service, especially in non-rush hours, to alleviate congestion on its subway and elevated lines, its officers will submit figures to show that a seat for every passenger except in the heaviest traffic periods means a receivership.

Although its operating earnings have shown flattering increases recently its outstanding obligations are so heavy, both actual and prospective, that the additional operative cost involved in material service betterments, it is declared, would be sufficient to turn the scale on the side of insolvency.

That such will be the plan offered by the Interborough, coupled with the generally conceded contention that a receivership would not at all conduce toward the public welfare, was learned yesterday from an authoritative source familiar with the whole situation. Frank Hedley, president and general manager of the Interborough, declined to discuss the subject in any of its bearings, on the ground that he probably would have to declare his views officially before the commission.

Economies All Along Line.

It is part of the record of the commission's public examination of Mr. Hedley, on November 23 last, however, that the Interborough's president frankly admitted on the witness stand that he was effecting economies in every operative factor save that of safety; that he was curtailing train and car service, skimping the lighting, slighting the painting and the cleaning of cars, deferring proper maintenance and striving to carry the crowd, though not to carry it comfortably, "in the hope of keeping the company out of a receivership."

There is reason to believe the members of the Transit Commission have no wish to force conclusions with the corporation to that extreme. The commission has not created an arbitrary standard of service which must be attained at once. It has defined the standard that it will expect and compel all transit railways in future to approximate, at least as closely as possible in view of all conditions. If that standard cannot be realized immediately, it has placed upon the companies the burden of proof to demonstrate why.

Judge Julius M. Mayer of the United States Circuit Court, before whom was argued yesterday the appeal of Clarence H. Vetter for an Interborough receivership, made it clear that in the opinion

Three in Jail for Barring  
Children's Vaccination

CAMDEN, March 9.—Luke Bates, James Adams and George Ware were committed to the Camden county jail today charged with having refused to have their children vaccinated on order of the Berlin, N. J., Board of Education. They also refused to pay fines of \$100 each and costs. Counsel for defendants said he would appeal.

of the court a receivership would impose such inconvenience and burden upon the traveling public that none should be granted unless the situation presented no reasonable alternative. One of those hardships would be the severance of operative relations between the Interborough and the Manhattan elevated lines. In the event of the receivership the latter would revert to their owners.

Transit Commissioner LeRoy T. Harkness, discussing the lease in an address delivered yesterday at a luncheon of the Brooklyn Real Estate Board in the Chamber of Commerce Building, said: "The old order of operating the city's transit facilities to make large profits—with questions of finance necessarily first and matters of service necessarily second—is passing. Twenty years ago two groups, representing private interests, got together and made a lease. These private individuals signed an agreement of lease whereby the Interborough Rapid Transit Company leased the Manhattan Railroad system for 99 years. "Under it the Interborough was to pay during this 99 year period, rental, made up of taxes, interest on about \$40,000,000 of Manhattan bonds and 7 per cent. on \$60,000,000 of Manhattan stock. This payment on account of the stock was really a dividend of \$4,200,000 a year paid in the form of rent. This was a private arrangement to serve private interests. The public, which would be vitally affected by the operation of these roads, had no say."

Relief of Days Long Past.

The Interborough, along with other companies concerned, is to appear before the commission on Monday, March 20, to file its comment upon the tentative valuations placed upon its properties by the commission's valuation experts. It will argue that the valuation of \$174,000,000 is at least \$26,000,000 too low, as the corporation's outstanding bonds and refunding notes represent actual values to the amount of \$200,000,000. The Transit Commission has directed that George L. Lucas, Acting Chief Executive Officer of the Commission, hold a hearing Tuesday morning to inquire into the construction, maintenance, station equipment and terminal facilities of the Long Island Railroad Company at its Flatbush avenue station in Brooklyn. The terminal is one of the largest in the country. In the fiscal year ended June 30, 1921, almost 34,000,000 passengers passed through this station, while the total traffic for the same year at the Pennsylvania Station was about 35,000,000 and at the Grand Central Station a little less than 37,000,000. The Pennsylvania Station figures, however, include the traffic of the Pennsylvania Railroad, Long Island Railroad, Baltimore and Ohio and Lehigh Valley, while the Grand Central figures include the traffic of the New York Central and the New York, New Haven and Hartford Railroad. The Long Island Railroad Company's traffic at the Flatbush avenue station was almost 26,000,000.

Because of the increase in traffic the commission feels that something should be done to increase the capacity of the Flatbush avenue station and platforms. Certain interior structures used for check rooms, telephone booths, etc., occupy space on the platforms needed for passengers. Furthermore, the interior of the station is dingy and is said to need painting. The ventilation and lighting, especially of the train platforms, will also be the subject of inquiry.

COST OF MARINE MAIL GUARD.

WASHINGTON, March 9.—The cost to the Government of guarding the mails with marines has been \$250,000. Major Gen. Le Jeune, commanding the Marine Corps, told the House Naval Committee today. The money was taken from the Marine Corps fund and was used for transporting men.

CALIFORNIA FIGHTS  
COLUMBIA'S CLAIM

Says It's World's Largest University; Has Enrollment of 43,266.

Student enrollment at Columbia is now 32,420, breaking all records, according to a report to the trustees by Edward J. Grant, registrar. Of the enrolled students 19,865 are in the university extension course. Columbia is now believed to be the world's largest university, exceeding even the University of Cairo, which in 1920 was credited with 20,000 students. The number of undergraduates is 2,846, of whom 2,023 are registered in Columbia College, 732 in Barnard and 80 as university undergraduates, a new status created by the trustees about a year ago. Columbia's growth as a graduate institution is shown by a total enrollment of graduate and professional students of 13,323. Of these 1,523 are enrolled under the graduate faculties, 622 in law, 347 in medicine, 161 in mines, engineering and chemistry, 65 in architecture, 142 in journalism, 518 in business and 13 in dentistry.

California's Registration.

BENKLEY, Cal., March 9.—The claim of Columbia University officials that the 32,420 registration of that institution is the largest of any college in the world was contested today in a statement from the office of the president of the University of California, which puts the California figure at 43,266.

"We are counting no departments that are not included in the Columbia figure," the statement said. "Furthermore, we are excluding the university farm at Davis and the summer session, both of which are departments of the university."

"Our extension enrollment is 22,744 and the regular academic enrollment is 20,522. That makes 43,266, or 10,846 more than the Columbia figure. In other words, it makes California the biggest university in the world."

\$275 RING SOLD FOR \$3

AFTER CAUSING MURDER

A ring, valued by its owner at \$275, but which sold at public auction for \$3, was the cause of the killing of Antonio Curatola, 22, of 7 Irvington street, to which Carlo Barbara, 25, of 260 Elizabeth street, pleaded guilty yesterday before Judge Taft in General Sessions. Curatola had admired the ring and asked his friend, Barbara, to permit him to wear it to a wedding. When Barbara asked for it Curatola told him he had given it to his sweetheart. Repeated requests failed to bring back the piece of jewelry. On July 3, 1919, the two quarreled, and the slaying followed.

Owen Keegan of the Public Administrator's office testified that the ring had been found on Curatola's body and was sold for \$3. It developed that Curatola was wanted for murder at the time of his death. Barbara will be sentenced March 16.

FRADY INDICTED FOR MURDER

MIAMI, Fla., March 9.—An indictment charging Edna C. Frady, of Chicago, with first degree murder for the death of his wife, Dorothy C. Frady, whom he shot twice in a hotel in Miami Beach on February 26, was returned by the Grand Jury today.

TREATY IS BALFOUR'S  
SENATE FOES SAY

Continued from First Page.

Power treaty did not confine difficulties that may arise in the Pacific to that region. "This treaty," he said, "is merely the electric wire which when touched sends the deadly current everywhere."

Author Vainly Sought.

WASHINGTON, March 9 (Associated Press).—Opponents of the four Power Pacific treaty sought without success in the Senate today to learn exactly by whom the original draft of the document was prepared. Both of the Senate's representatives on

the arms conference delegation, Senators Lodge (Mass.) and Underwood (Ala.) declared in reply to direct questions that the delegation head, Secretary Hughes, had conducted most of the negotiations leading up to the treaty. Mr. Lodge said "many hands" had helped in the drafting and redrafting, and that he did not know who made the first suggestion. Senator Underwood told his colleagues he knew few of the details of the negotiations as he was absent from Washington while they were in progress. Secretary Hughes as head of the delegation, Mr. Underwood said, conducted most of the conversations leading up to the treaty with the purpose of effecting an arrangement to take the place of "the Anglo-Japanese alliance."

"I can say to the Senator," replied Senator Underwood, "that I am not as well informed about this treaty as about the others emanating from the armaments conference because in the midst of the negotiations I was called out of Washington on account of a death in my family. "I think there was some little discus-

sion in the delegation about the form of the new agreement before I left, but I do not recall the exact details. When I came back I was informed by the chairman that they had reached an agreement, and he stated what the agreement was. It was the present treaty without the supplemental agreement. He asked me whether it met with my approval, and I replied that it did. I have heard it said there were some other drafts of the treaty. That may or may not be true. I did not see any, but, of course, I was out of the city at the time."

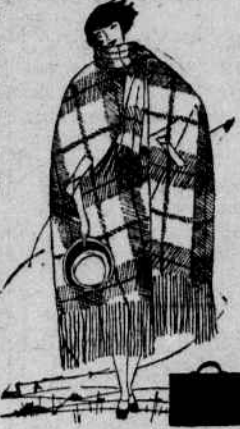
Later when Senator Lodge reentered the chamber he, too, was questioned sharply by Senator Robinson regarding the drafting of the treaty. "It was written by many hands, by the four heads of delegation and perhaps by some of the individual delegates," he asserted. "It was amended and redrafted."

SALOME A TUMBLER  
BUT NOT A DANCER

Archaeologist Insists John's Temptress Was an Acrobat.

LONDON, March 9.—Salome was an acrobatic tumbler—not a dancer of the modern ballet type, according to evidence laid before the Royal Archaeological Institute by George C. Druce of Oxford. If the earliest legends which Mr. Druce claims are authenticated are proved true, theologians, historians and others have long labored under a misapprehension as to Salome's first claim to fame. All the old illuminated parchments and carvings show her posing as an acrobat, and not as a dancer, Mr. Druce declares.

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